

# Transportation Analysis of the Faires/Metro West OTPA

Upon initial review of the Out-of-Turn Plan Amendment request, County DOT staff determined that a traffic study should be prepared to help identify the impacts of the proposed development. As is typically the procedure with studies completed for Fairfax County, a meeting was held between county staff members to determine the appropriate areas and locations to be studied, and the parameters to be utilized in completing the study. Once these were established, staff then met with the applicant's traffic engineering team and provided the timing, methodology and parameters to the applicant's engineers. These parameters included, but were not limited to: conducting traffic counts at various intersections, obtaining lane configurations and VDOT signal timing information, the assignment and distribution of vehicle trips to roadways around the site, transit ridership expectations, and estimating trip generation for the proposed uses. The trip generation analysis was based on data published by *the Institute of Transportation Engineers*, which is the nationally recognized standard for identifying trips associated with various land uses.

In December 2003, the applicant's initial traffic impact study and findings were provided to the County and VDOT for review. The study included various proposals to mitigate the impacts of the development. Staff then evaluated the accuracy of the study, the study findings, and the proposed mitigation measures. Concerns and alternative mitigation options were identified by staff. During this period of review, additional analyses were also completed by the applicant and DOT staff. Many of these analyses were requested by and provided to the citizen Working Group established to review the Metro West proposal (*see attached list of transportation studies undertaken*). Most recently, a Synchro/SimTraffic analysis designed to evaluate impacts of the proposed station access and road improvements along Saintsbury Road was completed by traffic consultants for the Metro West development.

During the past year the applicant's development plan and traffic mitigation proposals have evolved in response to citizen requests, continued evaluation of the impacts, and negotiations between the applicant and staff. Proposed transportation benefits of this Out-of-Turn Plan Amendment (subject to approval of a rezoning application) include:

- New Vaden Drive extension to Lee Highway (4 lane landscaped boulevard)
- Improved Saintsbury Drive/Metro Station Access Road
- Major pedestrian plaza & improved crossings to Vienna Metro Station
- Relieved congestion from I-66 off ramp
- New signalized intersections at Saintsbury/Vaden Drive and Lee Highway/Vaden
- Improvements in Level-of-Service at several key intersections and along the Metro Access Road (Saintsbury)
- Commitments to facilitate or implement other improvements, such as a robust transportation demand management (or "TDM") program, and signal timing studies

Staff has indicated that with the proposed TDM measures and public improvements, congestion levels in the surrounding area, as measured by Level-of-Service, can be reduced. Based on the applicant's current development plan and proposed mitigations, the Department of Transportation staff is at a point at which staff feels that it is appropriate to move forward with support for the requested plan amendment.